



South Kirkland Park and Ride / Transit Oriented Development

## Serving Kirkland's Growth with Bus Rapid Transit on I-405 & Cross Kirkland Corridor

# ST3 FAQ

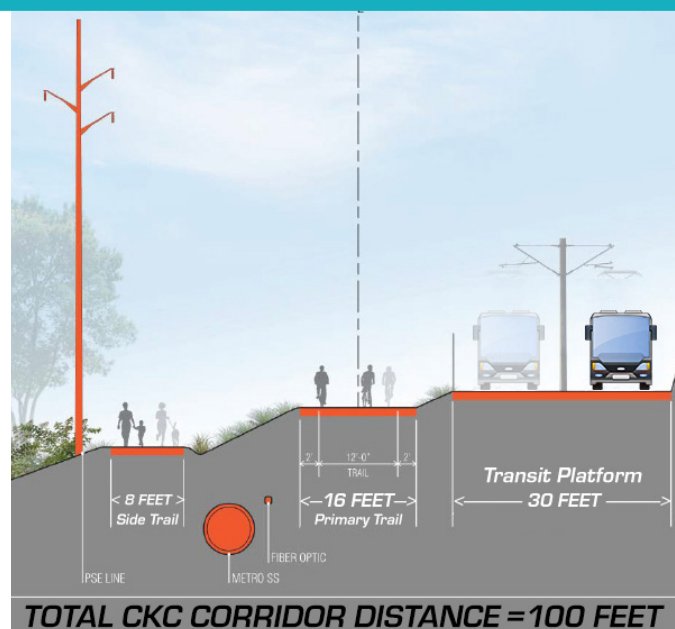
*Sound Transit*



## Sound Transit 3 Candidate Projects Offer Future Mobility Benefits

**T**he City of Kirkland is experiencing and forecasting continued growth in commercial and residential development. This growth is also occurring in the Puget Sound region. More Kirkland residents who work outside of the City coupled with Kirkland employers who draw more workers from the region will mean more trips within the City and the region as a whole. Mobility alternatives must be considered, which is why Kirkland officials have been actively engaged in Sound Transit's process to develop a ballot proposal for Sound Transit 3.

Rendering: BRT on CKC with Trail  
(Example of ST3 Candidate Project E-06)



## Frequently Asked Questions

### What is Sound Transit 3?

According to Sound Transit, "in response to rising congestion and public support for mass transit expansions, work is underway to develop a Sound Transit 3 (ST3) ballot measure for voters to consider in November 2016." In 2015, the Washington State Legislature granted Sound Transit (ST) authority to ask regional voters to approve new local revenue sources that within 15 years can generate up to \$15 billion in funding for mass transit expansions. Through a public input process, the Sound Transit Board developed a "Candidate Project List" which identifies projects that are now being evaluated further in development of a ST3 ballot proposal.

### Will Kirkland voters get to vote on ST3?

Registered voters who live within Kirkland city limits will be eligible to vote on ST3 in November 2016. Sound Transit is a taxing district that includes the most populated areas of King, Pierce and Snohomish counties. The district generally follows the urban growth boundaries created by each county in accordance with the state Growth Management Act and electoral precincts as established in 1996.

### Which ST3 candidate projects are most important to the City of Kirkland?

With input from Kirkland officials, businesses and residents, the ST Board advanced three projects for further consideration on the ST3 ballot measure that are of great interest to the City: 1) Bus Rapid Transit (BRT) in the Express Toll Lane on I-405; 2) BRT on the Eastside Rail Corridor (ERC) between Totem Lake and Bellevue; and, 3) Light Rail between Kirkland's Totem Lake area and Bellevue on the ERC, with a connection to Issaquah. These projects are now part of the Candidate Project List and Kirkland City Council members and staff continue to engage with ST officials to make sure these projects are developed and analyzed in a way that advances Kirkland's interests.

### What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is an enhanced bus system that operates on bus lanes or other transit ways in order to combine the flexibility of buses with the reliability of rail. BRT includes low-noise and low-pollution emitting vehicles and stations with frequent all-day service that bypasses congestion. BRT can serve more destinations, including dispersed suburban activity centers that can be hard to serve with a single light rail line. BRT has the flexibility to change and expand routes and reduces commuter travel times.



## ***Why have transit on the Eastside Rail Corridor and the Cross Kirkland Corridor?***

The Eastside Rail Corridor (ERC) extends 42 miles between Snohomish and Renton and offers an extraordinary opportunity to enhance the mobility of the region by creating a critical north-south transportation corridor that will allow for multimodal connection, including high-capacity transit and non-motorized uses. The ERC Regional Advisory Council, comprised of the five owners of the rail banked portion of the corridor from Woodinville to Renton, are responsible for planning and implementing this vision of the ERC. The five owners include Sound Transit, King County, the cities of Kirkland and Redmond, and Puget Sound Energy.

The City of Kirkland purchased the 5.75 mile segment of the ERC in Kirkland from the Port of Seattle in 2011. This segment is called the Cross Kirkland Corridor (CKC) and it is owned and operated by the City. Sound Transit's high-capacity transportation easement over the railbanked portion was purchased from the Port of Seattle prior to Kirkland's ownership of the CKC and has been recognized in the community's vision of the Corridor.

## ***Why is it important to have BRT on I-405 and the Eastside Rail Corridor, including the Cross Kirkland Corridor?***

Kirkland is particularly excited about BRT projects because, if done properly, they can deliver high mobility benefits relatively quickly and at a relatively low cost compared to rail alternatives. It is critically important that BRT on I-405 in the Express Toll Lane (ST3 Candidate Project E02) have connections to downtown Kirkland, 6th Street South and southern Totem Lake. These connections are needed to reach major employers, transit centers, and park and ride lots within the City and the entire Puget Sound region.

In addition to the regional connections provided by BRT on I-405, BRT on the Eastside Rail Corridor (ERC) between Bellevue and Totem Lake will provide connections between employment centers within the cities of Kirkland and Bellevue and will also provide seamless transition for transit onto SR520, avoiding the 520/405 interchange.

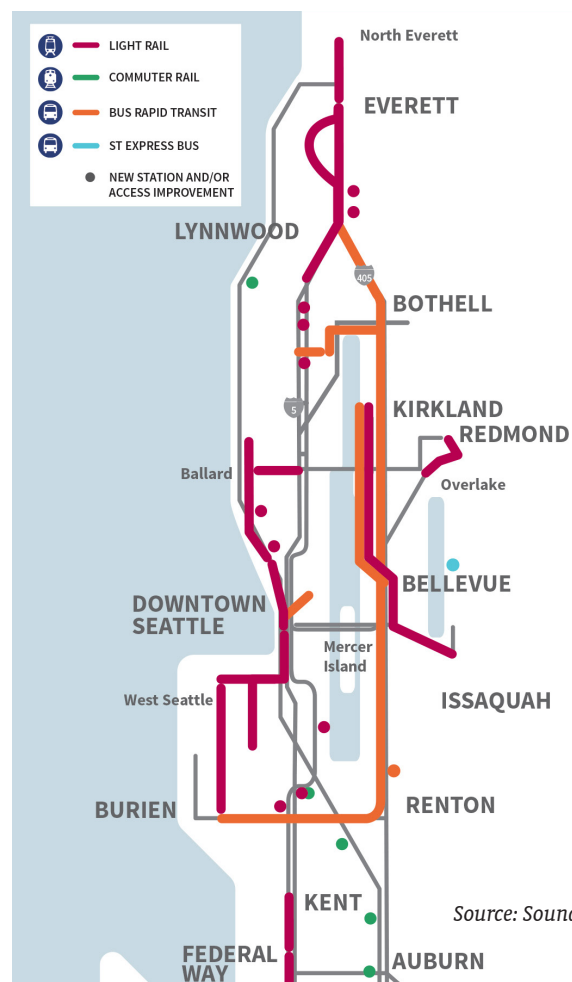
In keeping with the community's vision of the CKC to be a transportation corridor that accommodates various modes of mobility, including transit, Kirkland

officials desire a high quality, yet practical, design for BRT that will be compatible with a pedestrian and bicycle transportation corridor. BRT on the ERC from Totem Lake to Bellevue is ST3 Candidate Project E06. BRT would provide connections to existing and future transit along and beyond the CKC.

BRT on I-405 and the CKC will serve to reduce traffic congestion on major north/south corridors.

## ***Why is Kirkland having its own BRT design concepts created?***

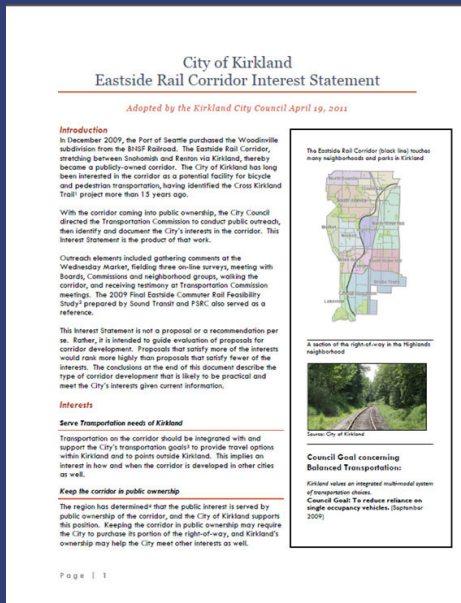
Businesses, employees, and residents appreciate access to the CKC as a place for active transportation, leisure, and exercise. To ensure the CKC is developed as the community envisioned it to be, the City has retained consultants who specialize in BRT planning to help Sound Transit understand what BRT should look like on the CKC. Kirkland's analysis will provide additional information on alternative concepts to bring transit to residents and businesses, as well as improve transit in surrounding communities of Bellevue, Redmond, and Woodinville. The City's own analysis will help in future conversation with Sound Transit officials and in the City's support to get BRT projects onto the ST3 ballot.



# City of Kirkland Eastside Rail Corridor Interest Statement

## Adopted by the Kirkland City Council April 19, 2011

*“Ultimately, the City’s interests would be met by implementing a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high-capacity transit system that connects Kirkland to the region.”*



### Summary of Interests

- Serve Transportation needs of Kirkland
- Keep the corridor in public ownership
- Actively use the corridor in the near future
- Maintain the corridor in good condition
- Contribute to economic sustainability
- Connect Totem Lake
- Protect neighborhood feel and atmosphere
- Plan for a multi-use facility
- Serve the transportation needs of pedestrians and bicyclists
- Design Transit to efficiently move people
- Plan any transit use in close consultation with the City of Kirkland
- Consider grade-crossing delay and safety
- Disclose and mitigate environmental impacts



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To request an alternate format or for questions about Kirkland's Title VI Program, contact Kari Page, Title VI Coordinator at 425-587-3011 or [titlevicoordinator@kirklandwa.gov](mailto:titlevicoordinator@kirklandwa.gov).

